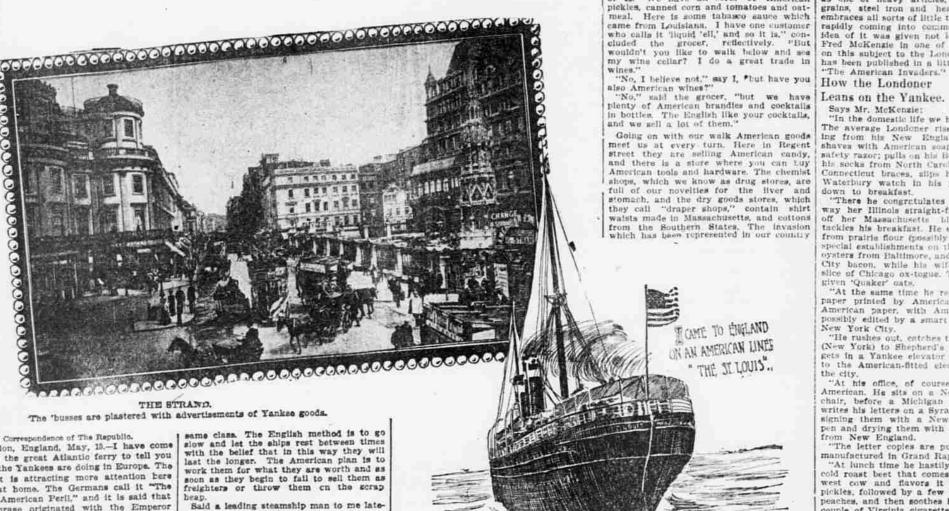
IMERICA'S COMMERCIAL INVASION OF ENGLAND

Frank G. Carpenter Crosses the Atlantic on a Commercial Cruiser to Investigate Our Trade-Two Million Dollars a Day Is What We Are Getting From Europe -- Adventures in London With American Goods-The Strand and Its Yankee Advertisements-Our Brandy Peaches and Cocktails on Piccadilly - Shirt Waists and Patent Medicines-The Daily Life of a Londoner and How He Leans on His United States Cousins.



"The world moves too fast to attempt

to keep up with it with any but the very best and newest machinery. There are new inventions every month and the ship that

don't have them will have to take the skin

milk of freight and passengers. It is bet-ter to buy new ships and get the cream. This is one trouble with England's shipping over the world to-day. Take the P. O., one

of their famous lines to the Orient. A gen-

eration ago it had no competitors to speak of; to-day the Germans are getting the most of its trade. The Germans have the fast-

est and the best of the Atlantic steamers and they are building bigger ones and bet-ter ones every year.

The fastest ship now on the ocean is the

Deutschland of the Hamburg-American line. It has 15,000 tons and its record speed in crossing the Atlantic was just about twen-

ty-three and a half nautical miles an hour. It went from Sandy Hook to Plymouth in five days, seven hours and thirty-eight minutes. The record speed of the St. Paul, a

sister ship of the St. Louis, for its fastest

voyage averaged twenty-one miles and eight minutes to the hour, an average only sur-passed by the Deutschland, the Kronprinz-Wilhelm of the North German Lloyd and

I had as fellow passengers a fair sample of the Americans who are leading our com-mercial army to lands beyond the seas. Sev-

eral were capitalits after investments in

England and the Continent. One was a partner in a great electrical construction company going abroad to get contracts for

two men from the Milwaukee Harvester

ings for all such things are good.

Iron and Wooden Dolls

that the latest fashions in American dresses

Indianian was on his way to Southampto

reached my hotel. This gave me a couple

ing on the trot back and forth between the

The 'buses are heavy, two-story affairs, with a dozen seats on the roof, as well as a dozen within. Their sides, fronts and tops

are plastered with advertisements. See that

one going by now! It has a black crow holding up an American liver pill sign on

the steps, and our best-known typewriter

displayed just above. Along the top is an advertisement of "Ben-Hur," by General Law Wallace, which is now being played at one of the theaters, and on the next

bus an announcement that Charles Froh-

But see the emnibus coming down the Strand! Notice that great yellow board ad-

vising you to buy Bryant's and May's

matches and support home labor. The 'bus behind has a similar sign and there hangs a tale. For many years Bryant's and May's matches were the chief ones in England.

man will soon present "Arizona."

Support Home Industries Is

city and the West End.

British Trade Cry.

and Buenos Ayres to pave the streets

Exported to Germany.

in Europe.

Deutschland Is Fastest

the Lucania of the Cunard line.

Liner on the Atlantic.

or \$2. We have all sorts of American pickles, canned corn and tomatoes and outmeal. Here is some tabaseo sauce which came from Louislana. I have one customer who calls it 'liquid' ell,' and so it is." conficulted the grocer, reflectively. "But wouldn't you like to walk below and see my wine celiar? I do a great trade in wines."

Short have you the Loudoner.

"At his office, of course, everything is
American. He sits on a Nebrasian swivel
chair, before a Michigan roll-top desk;
writes his letters on a Syracuse typewriter,
signing them with a New York foundain
pen and drying them with a blotting sheet
from New England.

"The letter copies are put away in files
manufactured in Grand Rapids.

"At lunch time he hastily swallows some
cold roast beet that comes from the mid-

old roast beet that comes from the midwest cow and flavors it with Pittsborg pickles, followed by a few Delaware tinned peaches, and then soothes his mind with a couple of Virginia cigarettes.

"To follow his course all day would be wearisome. But when evening comes he seeks relaxation at the latest American nusical comedy, drinks a cocktail or some California wine, and finishes up with a couple of little liver pills' made in America." FRANK G. CARPENTEB. Copyright, 1902, by F. G. Carpenter,

Picadilly Circus, where Mr. Carpenter found brandy peaches, candy and cocktails made in America.

THE REPORT OF THE PROPERTY OF

Company, going to establish agencies in England and Continental Europe, and a Paterson, N. J., man who intends to coat Europe red with his cold water paint. He tells me he sells it always from the Baltic to the Mediterranean and that the openoon changed their minds, however, and Then we had Lubin, the Philadelphia or tleian and motion picture man, who told me that vast quantities of American specthis is what happened: The English were using old machinery; the American com-pany had the best and the newest of pat-ents. They established factories and easily tacles and eyeglasses are now sold in Russia, Germany. France and England, and Collins, another Philadelphian, an agent for undersold their English competitors. They got to the front and kept there. The Bryant and May people sent agents all over the world seeking for machinery to withthe sale of photographic cardboard and mounts. We had also Levy of New York, stand the Americans, but it was not to be In America are now having a heavy sale

found. The result was that they threw their hands up and were absorbed by the Diamond Match Company, though their old name was still held. The Americans have the machines and the patents, and their success showed they were well justified for their hig expenses in perfecting their machinery, which, it is Even in Germany, the great toy-making country of the world, our iron and wooden toys are sold in quantity. They are pret-tler and better than the hand-made German sald, often cost them \$20,000 a year and uparticles and can be sold for half the price. Mr. Levy is going over to buy dells for the American market. He says 2,000 different nly mean that the matches are now made varieties of dolls are made in Germany, and in England, although the bulk of the profits go to the Americans. The new company are sent to the doll makers in order that our children may have dolls with dresses as up-to-date as their mothers. has introduced American methods into its works and its employes are far better treated than those of the ordinary English Another German-American passenger was on his way to open up an office for Amer-ican typewriters in Berlin, while a mining engineer from California was en route for the South African gold fields, and 2 young establishments,

English Shoes Lack Durability and Style.

The watch cry "Support home industries," is put on many Rritish articles. I found it on a brand of catmeal at a coffee-house where I stopped for a snack this afternoon, where I stopped for a snack this afternoon, and grain men. The list is too long to be given, and I cannot mention the variety of "grain used was the best Scottleh oats pro-"grain used was the best Scottish oats pro-

freight, for the purser showed me that the different articles ran into the hundreds. I will only say that we had a hig cargo of machinery, flour and fresh meat, and that shops here, but no matter. Here is one adamong the fruits there were 400 boxes and 100 harrels of ripe apples.

Landing at Southampton, I came directly scattered here and there all over London. to London. There was a special train for the passengers waiting at the wharf. The trip took less than two hours, and it was about the middle of the afternoon when I it and mighty little comfort. The leather looks as though it was chopped out with a hatchet and the toes are sharp. Their shoes cost more to make than ours, and the reof hours before dark for a strol, during which I noted some of the evidences of the American invasion. Suppose you take the walk with me. We start at the Hotel Ce-

sult is we are selling them more than \$1,-600,000 worth of shoes every year. In this store window in which we are looking is an advertisement of American rubbers—in the ordinary shop they call rubcil. in the busiest part of the Strand. The street is full of hansoms, four-wheelers and great two-story 'buses, which are gobers "gums," which makes me think of the English girl who was asked if her sister was in, and replied, "No, but she will be 'ere right soon. She is hout cleaning her gums on the mat." Speaking of American rubbers, there ought to be a good market for them here if we can educate the peo-ple to their use. As far as I can see, no rubbers at all are worn, and still it rains here the greater part of the time and the streets are muddy, netwithstanding the ex-cellent cleaning arrangements. Men and women trot along through the filth, the la-dies holding their dresses much higher than

> We have left the Strand and are walking along Piccadilly. This is in the swell parts of London where the finest shops are. Let us go into this one, which has all sorts of fancy canned fruits and jellies in the win-dow. The English are noted for their pre-serves of all kinds, and London makes mar-malade and jams which are sold all the world over. Here is one place where we are were to find no American sends by the cosure to find no American goods! But let us ask the shopkeeper. He is a fat beefcater in a white apron, and he smiles as I tell him he has a beautiful store.

Cocktails From New York.

is common in our American towns. We have left the Strand and are walking

"American goods! Of course I have!" is the reply to my question. 'Here is a fine thing in brandy peaches just in from New York. There are about a dozen peaches in that jar, and we sell it for eight shillings, New Madrid was a part of Louisiana, and was explored first by De Soto. The town counties, and Danklin in Missouri and of New Madrid was established as a Span-Green County in Arkansas, continues it:

ish post about the same time as St. Louis. It was not laid out, however, until 1787, when a former American army officer, Col-onel George Morgan, having obtained a grant from the Spanish authorities at New Orleans, conceived the idea of making it a large community. He planned it on a scale equal to that of its name-sake, the capital of Spain. But Morgan fell into disfavor with the Spanish officials and his grant was

rescinded. Spanish officers were sent as grant was and which are as much as six rescinded. Spanish officers were sent as in places.

Governors to New Marini, one of whom was Don Carlos Delmuit Debassus, who later was assigned to St. Louis.

The surrounding country was as rich as could be found in the Masslesippi Valley, and full of promise. Neighboring settlements were some established and amount of the surrounding country was a strength of the surrounding settlements were some established and amount of the surrounding settlements. ments were soon established, and among them Little Prairie, now known as Caruthersville. After Louislana became United States territory many American settlers moved into the New Madrid district, and the development of the lands continued rapidly for the next seven years, or until the earthquakes, the first shock occurring in December, 1811.

A settler had his plantation upon the natural Pemlacot River in Pemiscot County, itis loped off home was upon a slight eminence north of a rider."

The stream Down nearer the river were his the manufacture of the stream of the smokehouse and well. In the dead of night his home rocked like a pendulum, and in terror he and his family kept their beds, fearing to move. By morning all was again still, and he rose to look out. His smoke-house was nowhere to be seen. He went further and found that the entire configuration of the river's channel had changed. Dazed, he went to the river bank, and, happening to look across the stream, discovered his amokehouse and the familiar little boxlike structure which marked the cover-ing of the well. The earthquake had opened an immense fisure which intersected the river at points above and below the settler's home, and into which the waters flowed. This fissure is the channel at the present

February of 1812 witnessed the last of the shocks which caused distress. By that time the people were terror-stricken. Their lands were, in numberless cases, rendered valueless, and their homes destroyed. They sought only to leave the neighborhood, and, in a panic they literally fled, leaving much of their stock and household effects, But two families in Prairie City and vi-cinity remained. The stock and valuables were recovered in few cases, since itinerant adventurers took and either slaghtered or

carried them away on flatboats.

The changes, effected in the configuration of the landscape after the earthquakes ceased covered a territory of 150 miles' redius, with the town of Little Prairie or Caruthersville as the center. There are four large swamps in this southeast section of Missouri, the greater part of which were formed by the earthquakes. These are the Little River, the St. John, the St. James and the St. Francis swamps. The first originates near Cape Girardeau and extends south through New Madrid and Dunkiln counties into Arkansas, and empties into the St. Francis River. The length is 103 miles and the width averages ten miles.

The St. John Swamp commences below De sun roll down en de shaddehs fall the town of Commerce, and empties into the St. John Bayou near the town of New He tell ob a place wid a crystal wall Madrid. The St. James Swamp is between the St. John Swamp and the Mississippi River. Each of these two latter swamps is about forty miles long and between six His voice it cum fum a hundred ways and ten miles wide.

The St. Francis Swamp commences in Wayne County, fifteen miles below Green-ville; then dividing Stoddart and Wayne unties, and Dunklin in Missouri and Dahk wings seem flappin' in de trees,

course to a point opposite Memphis, Tenn. This swamp is about seventy-five miles long in Messouri, the same distance in Arkansas, and between ten and twelve miles

The total amount of submerged land in Missouri is piaced at 2100 square miles, or 1.2.5.100 acres. Distributed in this area are many lakes caused also by the earthquakes and which are as much as sixty feet deep

For many years after this immense surface shifted, tail trees reared their heads above the waters, silent testimony to the former land level. In boats, looking down when the lakes were chim, could be seen the former cane fields and other vegetation just as it was previous to the disturbance, but rendered the habitat of fishes instead of animais and human life. To reclaim this great area has been a matter often agitat-

How the Londoner
Leans on the Yankee.

Says Mr. McKenzie:

In the domestic life we have got to this:
The average Londoner rises in the morning from his New England sheets; he shaves with American soap and it Yankee safety rance; pulls on his Boston boots over his socks from North Carolina; fixtens his Connecticul traces, slips his Waitham or Waterbury watch in his pocket and sits down to breakfast.

"There he congretulates his wife on the way her Illinois straight-front corset seis off her Massachusetts blouse, atc? he tackles his breakfast. He eats bread made from pratite flour (possibly doctored at the special establishments on the lakes, timed oysters from Baltimore, and a little Kanas; City bacen, while his wife plays with a sike of Chicago ox-togue. The children are given Quaker oats.

"At the same time he reads his morning paper printed by American machines on American paper, with American ink, and possibly elited by a smart joirnalist from New York (City.

"He rushes out, entches the electric tram (New York) to Shepherd's Jush, where he feets in a strong wind, seem to grant and other appared that in the same of hardway to the city, "At the same time he reads his morning paper printed by American machines on American paper, with American ink, and possibly elited by a smart joirnalist from New York (City.

"He rushes out, entches the electric tram (New York) to Shepherd's Jush, where he feet in feet wide, five or and the significant of talke him on to the american-fitte decirito railway to the city.

"At his office, of course, everything is American machine on the himse of the immediate of the immediate of the country of the himse successed where an an anoth repeated in my little more time from stating days of the same frame of the himse and left the country of a large of the final paper printing days. The same frame of the same frame of the machines on the city, the same time for the paper printed by American machines on the city of the country of the same frame of the machines on the lakes, the same fram

"Who can tell the sensations I experienced when I found myself rocking, as it were, upon my horse, and moving to and fro like a child in a cradle, with the most imminent danger around me? The fearful convulsion, however, lasted only a few minutes; my horse brought his feet to a natural position, raised his head and galrils loped off as if loose and frolicking without

The nation was stirred to sympathize with the citizens who were rendered penniless by the earthquake, and by an act of Congress the losers, who presented claims, were to be recompensed with lands in "The

Boone Lick Country," one of the richest sections of Missouri. Unfortunately, land-sharks benefited more than anybody else by this transaction. The claims of sufferers were bought up for a song by unscrupulous speculators, who learnest the news in cities directly in line of the mails and hastened to the stricken country.

Roadside Singer. When Uncle Clem was a youngeh man

He wuhked as Ah do now: He heed his row in de cetton lan' Till de beads hung on his brow. But now he's ol' en his wool am gray, En his gyes am small en dim; So he cums en sits by de road all day En sings det globy hymn.

Ol' Uncle Clem he sits en sings Ob rainbow hahps en golden wings; Ah shed a teah ebby time he tells Ob de pearly gates en silbeh bells,

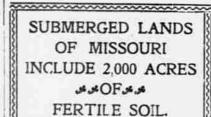
Oh, de mockin' bird he stop to heah En pause upon de lim': En de ol' gray rabbit raise his eah Dems to ketch det ringin' hymn, De sky seem full of mystery en-De sun hab a yelleh ring.

En de pines seem still en ghostly when Uncle Clem he staht to sing. Of Uncle Clem, his voice et rings

As he tells ob habos en golden wings: His words am long en deep an cleah En de vehy worl' seem to stop en heah.

When de bells ob glohy ring He tell ob a place when fians blaze En unsahed sinnehs go:

En Ah tremble in mah row. Ol' Uncle Clem he sing his hymn When de fiel' am dahk en de wood "Oh, sinneh, drop right on yo' knees!"



WRITTEN FOR THE SUNDAY REPUBLIC. As far back as there is record, the State said, often cost them \$40,000 a year and \$250.
ward. In one year the company paid \$250.
600 for patents. It has alway paid dividends to its stockholders. The words "support home industries" in its advertisements probably the most serious in the history of of Missouri has suffered from but one subpoint of property damage wrought was the United States. As the result of it, more than 2,000 square miles of fertile alluvial land, in the southeast corner of the State, was either submerged or transformed into low-lying awamps, the home of water fowls and reptiles, but uninhabitable for

These are the often referred to "Submerger Lands of Missouri," in New Madrid, Dunklin, Mississippi, Wayne, Pemiscot and Scott counties. Within a very few weeks the entire face of the country, down in and near Missouri's "panhandle," including territory in Arkansus and Tennessee, was completely changed, Great fissures opened in the earth from which were believed. in the earth from which were beined sund-steam and sulphurous gases. Where high-land was lakes appeared, and where jow-

lands was, hills were cast up.
What internal disorder beneath ground caused the upheaval is problematical. It is supposed that there is some wide-extending cavity underneath the Mississippi at this place, in which volcanic fires are extinguished, and that the waters from the great river, seeping through, were turned to steam, which, expanding, shook and burst the soil through. There is little surburst the soil through. There is little sur-face indication of hidden volcanic forces, which gives rise to a belief that these played no part in Missouri's earthquaker and that the land simply sank or rather settled into the underlying chasm. But descriptions of the upheaval written at the time state plainly that choking gases and steam filled the air and darkened the sun, which would indicate that subterranean heat played a part in bringing about the

Cavernous Space Far Beneath the Earth's Surface.

Though there have been no serious repetitions of the earthquake, it is said there are yet evidences of an extensive cavernous space far beneath the earth's surface. A writer connected with the New York World said, in his paper in 1879, that as express trains rolled through Union City, Tenn, the earth's surface perceptibly shook, and that occupants of buildings could feel the timbers quiver because of the undulations. It is similarly rep at the present time at several small villages near the Mississippl. The loss of life occasioned by the disas-

ter was slight. Only two persons died di-rectly from its effects. Both were women One fainted from fright and could not be resuncitated, and the second was struck by the falling logs of a cabin. That the fatali-ties were few is due alone to the fact that this section of the State was sparsely in-habited in the early years of the century just ended, and that buildings were low. New Madrid was the chief settlement in the stricken counties. The territory of



"All of a sudden he stopped, hung his head, spread out his forelegs as if to save himself from falling and stood stock still."

London, England, May, 18.-I have come across the great Atlantic ferry to tell you what the Yankees are doing in Europe. The subject is attracting more attention here than at home. The Germans call it "The Great American Peril," and it is said that the phrase originated with the Emperor himself. The English have dubbed it the "Yankee Invasion ' and the London papers are publishing long series of articles upon it. The subject is so important that it has a place in the discussions of the parlia-ments of the various countries, and both expitalists and workingmen are thoroughly

alarmed. the monarchs are worried. It was Even the monarchs are worried. It was to win the affection of our Yankee tradesmen that the Kaiser sent his brother to America, and whenever one of the American princes of our big trusts comes over here the nobility bow down to him as the idelatrous Israelites did to the golden calf. Plerpont Morgan is as well known here as he is at home, and Mr. Schwab, during his recent visit to England and the Continent, hobmobbed with Kings, and Edward of England and the continent. hobnobbed with Kings, and Edward of England, the most particular of them all in matters of eliquette, gave him an audience in a vain endeavor to learn "how America does it."

But what is all the fuss about? It is about \$2,000,000 a day Only a little matter of \$2,000,000 an bour, a bagatelle of \$1,400 a min-\$3,000 an hour, a bagatelle of \$1,400 a minute. This, in round numbers, is about what
our trade balance with Europe has been
and not far from what it is now. In these
letters I will not give exact figures. If you
want them you can get them of the Statistical Bureau of the Treasury Department
at Washington, where Mr. O. P. Austin
will be glad to oblige you.

American Goods Are

Flowing Into English Markets.

In round numbers, then, our wrade balance with Europe is \$500,000,000, or about \$2,000,000 for every working day from January to December, inclusive. That is, we are selling these people that much more than we buy. The gold is flowing in a great yellow river across the Atlantic, and it bids fair to be the biggest gulf stream known to commerce. Do you wonder that the people are frightened? I don't.

England and the Comment. One that the partner in a great electrical construction company gold abroad to get contracts for the new rords that England partner in a great electrical construction company gold abroad to get contracts for the new rords that England partner in a great electrical construction company gold abroad to get contracts for the mer rords that England proposes to build and another was a Yankee railway manager who was going over to show the British electric railway trust how to operate the undertakings after the American fashion. There were also the representating the partner in a great electrical construction company gold abroad to get contracts for the new rords that England proposes to build and another was a Yankee railway manager who was going over to show the British electric railway trust how to operate the proposed to the partner in a great electrical construction company gold abroad to get contracts for the new rords that England proposes to build and another was a Yankee railway manager who was going over to show the British electric railway from the partner in a great electrical construction company gold abroad to get contracts for the manager who was going over to show the British electric railway from the partner in a great electrical construction company going abroad to get contracts for the new rords that England proposes to build and another was a Yankee railway from the new rords that England proposes to build and another was a Yankee railway from Jankets of the Linguist electric railway from Jankets of the partner in a great electrical contracts for the Flowing Into English Markets.

ple are frightened? I don't.

Before I begin to describe the situation
II want to give a short outline of my proposed tour. I am at this writing in London,
I shall comain here for some weeks, after I shall remain here for some weeks, after which I shall visit some of the industrial centers of the United Kingdom and then go the Continent.

In England I want to show you the greatest markets of the world and how our American goods are flowing into them, to look into the enormous electrical possibili-ties, above and below ground, and among other things describe the famous Tuppeany Tube Electric Line, which is equipped with electrical machinery, and which cost about \$3,000,000 a mile. I shall describe the place that America has in these London markets, and by pen pictures of this greatest city of the world, show where and how our posi-

ion may become greater still.
Outside the English metropolis I shall sit the great industrial centers to tru-w some of our raw materials have made in Bull so wealthy. I want to picture I new American factories now being bung of this country with ours. I may get to the coal mines which are so deep that John Buil will from now on have to rely largely on the supplies of Uncle Sam to keep him warm and his factories working.

Our Patrons in Russia and Germany.

Leaving England I shall visit our biggest customers on the Continent. I want to spend a while in Russia. At St. Petersburg I shall give a letter on the young Czar and tell of the vast internal improve-ments he is making on the greatest Empire of the globe. I shall visit Moscow and other great manufacturing centers and show how it is from the Russians that we have much to fear in our trade competition of the future. Russia is the granary of Europe. It has the largest farm popula-tion of the whole world and the extent to which we are selling it farm machinery will

be interesting.
Germany will be next visited. This country is the giant of modern times. It is one of the best manufacturers and the shrewdest trader of all the European countries and it is doing more in comparison with what God has given it than any other. The Berlin of 1802, the technical schools, how Cermany is capturing the occans, the ports, the American hog and how it goes into sausage for German stomachs and American trade upon the Rhine will be among the subjects of my investigation

From Germany I will go to Holland and Belgium and then to France. Each of these countries will be treated along the same and other lines, the only aim being to get news matter interesting to Ameri-I came to England on an American cruis-

er. England and Germany have the bulk of the shipping of the Atlantic, so much so that it is estimated we pay England alone about 475,009,000 a year for carrying our freight, eithough we are beginning to acquire lines of our own Mr. Morgan Purchased Leyland

Line for \$9,000,000. It was only last year that Pierpont Morgan and his associates bought the Leyland line for between \$8,000,000 and \$9,000,000, and the International Navigation Company, which is Simon any

which is Simon pure American, has a fleet of big steamers which are keeping the Atlantic hot between America and Enrope. It was on the St. Louis of their line that I crossed. The ship is one of 11.629 tons; it is one of the best on the Atlantic and one of the fastest on record and it was built by an American. It came from Cramps's shipyards in Philadelphia, and like the rest of the boats of its line it is now doing more business than English ships now doing more business than English ships

now doing more business than English ships of the same class and tonnage.

The St. Louis is run on the American plan and in one respect on a plan that has much to do with making Americans successful in their present invasion. I mean that the boat is pushed as far as is consistent with safety. It makes almost one-third more trips a year than English boats of the